

Howard Station

Howard Station is located at the south west corner of the intersection of Loop 1 (Mopac) and West Howard Lane. The station has a stage one center platform (stage two will double the length) and is a park & ride facility, owned by Capital Metro, on six acres. Nearby office complexes, small shopping centers, and single and multi-family residential, are not connected to the station because of their nature. The area is attractive for development; however is constrained due to the tracks, the highways, flood plain and the active quarry owned by the Robinson family. The development in place is sprawling and auto-centric; the area lacks pedestrian and bicycle infrastructure, in part because of the number of different jurisdictions, TxDOT, Travis County, and City of Austin whose boundaries merge at this location.

Station Features...

- Digital real time information display
- Shelter/Benches/Destination map/Lighting
- Parking spaces (200)(+78-2017)
- Free bike racks (18)

System Connections...

- MetroBus 243

Access to...

1. Hospira
2. Northtech Business Center
3. Ashton Woods
4. Market at Wells Branch

Missing Elements...

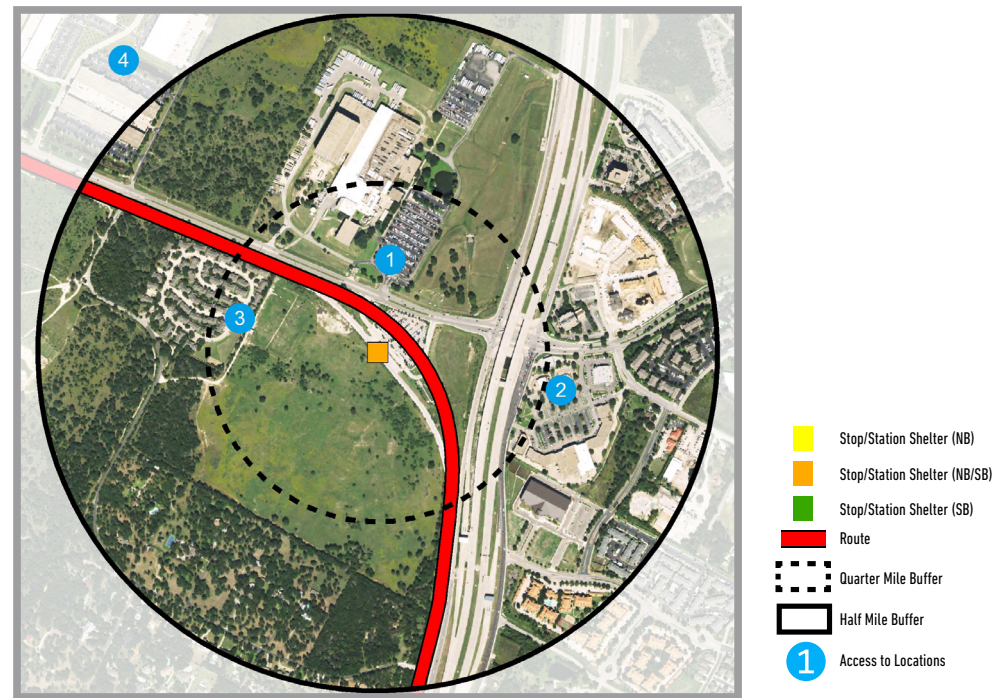
- Compact mix
- Paths/sidewalks
- Shade, pedestrian-scale lighting
- Enhanced public realm
- Ped/bike enhanced connections and crossings
- Wayfinding



Maps ▾ Photos ▾

Ridership/Service

Weekday Ridership (April 2016)	486 on / 442 off
Saturday Ridership (April 2016)	120 on / 96 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	920 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	1,290
Population (2040)	3,820
Population Density (2010)	1,600 ppl / sq. mile
Employment (2010)	1,040
Employment (2040)	2,530
Employment Density (2010)	1,300 emp / sq. mile
Households (2010)	614
Households (2040)	1,706
Median HH Size (2010)	2.35
Housing Units (2010)	580
Affordable Housing (2013)	240
Median HH Income (2010)	\$91,800
Zero Car HH (2014)	2
Millennial Population Age 25-34 (2010)	270
Senior Population Age 65+ (2010)	90

Howard Station | MetroRail Red Line 550

FACTS	Segment	Northwest
	Service Open	2010
	Target Weekday Ridership	920
	Profile Date	2016

PLACE TYPOLOGY

Special Destination

READINESS SCORE

Emerging

READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low

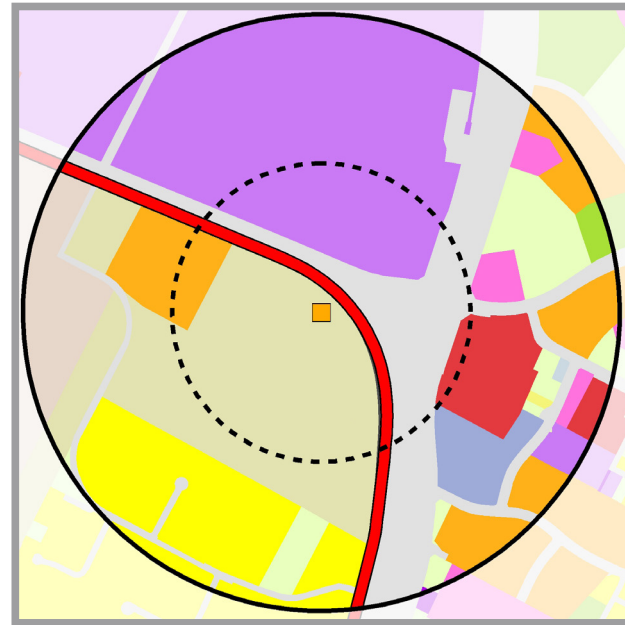
- | | |
|--|--|
| <p>Safety and security</p> <ul style="list-style-type: none"> ▪ Lighting needed on sidewalks and to illuminate crosswalks at drive entries and within the interior ▪ Eliminate or illuminate free right turn lanes at the intersection of Howard Lane and Loop 1 (MoPac) to enhance traffic calming and improve the right-of-way and visibility of pedestrians and bicycles ▪ Enhanced safety visibility of pedestrian paths and bicycle routes through wayfinding, reflectors, and lighting | <p>(Re)development opportunities</p> <ul style="list-style-type: none"> ▪ Undeveloped land south of station, with access from Parmer Lane and Loop 1 (MoPac) access road (SB) ▪ Limited potential of publicly-owned property, adjacent to station ▪ Infill potential at nearby shopping centers east of Loop 1 (MoPac) |
|--|--|

NEEDS

- | | |
|---|---|
| <p>Streetscape improvements</p> <ul style="list-style-type: none"> ▪ Intersection improvements to better facilitate all travel modes ▪ Bike/pedestrian connections ▪ Sidewalk widening, with a buffer between the sidewalk and the vehicle lanes ▪ Pedestrian-scale lighting on sidewalk leading to station and at crossings ▪ Shade trees ▪ Traffic calming, increasing pedestrian/bike visibility, safety at crossings | <p>Station amenities</p> <ul style="list-style-type: none"> ▪ Pedestrian scale lighting ▪ "Eyes on the street" limited potential from adjacent properties <p>Other amenities</p> <ul style="list-style-type: none"> ▪ Continuance of pedestrian/bicycle lane on Howard Lane (Austin) through intersection (TxDOT) ▪ Wayfinding to note services, areas within a "10 minute walk" <p>Public/placemaking/art opportunity</p> <ul style="list-style-type: none"> ▪ Limited potential for functional art ▪ Potential for collaboration between private/public interests ▪ Safe design |
|---|---|

- CATALYST PROJECTS**
- Walnut Creek - McNeil Dr Crossing Upgrade (Watershed Protection)
 - Howard Lane Parking Spaces (Capital Metro)

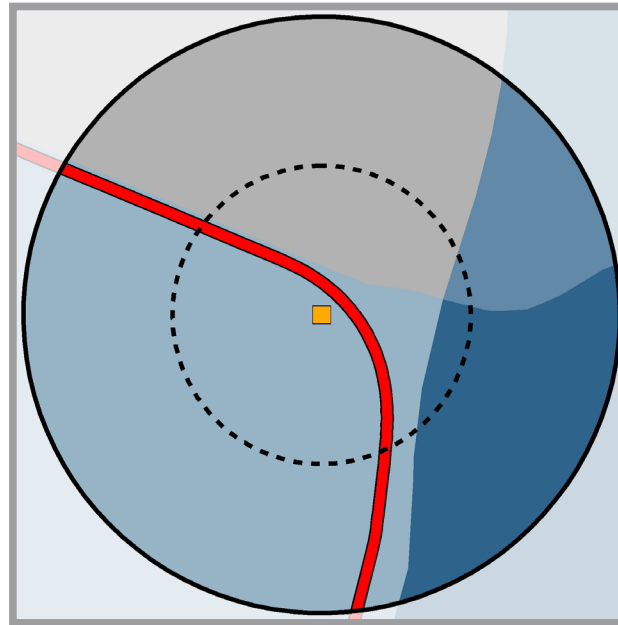
Land Use



The predominant land uses in the 1/2 mile station area include: manufacturing, agricultural, streets and roads, single family, and apartment/condo.

- Land Use**
- Agricultural
 - Apartment/Condo
 - Aviation Facilities
 - Campgrounds
 - Cemeteries
 - Commercial
 - Common Areas
 - Cultural Services
 - Duplexes
 - Educational
 - Golf Courses
 - Government Services
 - Group Quarters
 - Hospitals
 - Landfills
 - Large-lot Single Family
 - Manufacturing
 - Marinas
 - Meeting & Assembly
 - Miscellaneous Industrial
 - Mixed Use
 - Mobile Homes
 - Office
 - Parking
 - Parks/Greenbelts
 - Preserves
 - Railroad Facilities
 - Resource Extraction (Mining)
 - Retirement Housing
 - Semi-institutional Housing
 - Single Family
 - Streets & Roads
 - Threplex/Fourplex
 - Transportation Facilities
 - Undeveloped
 - Utilities
 - Warehousing
 - Water

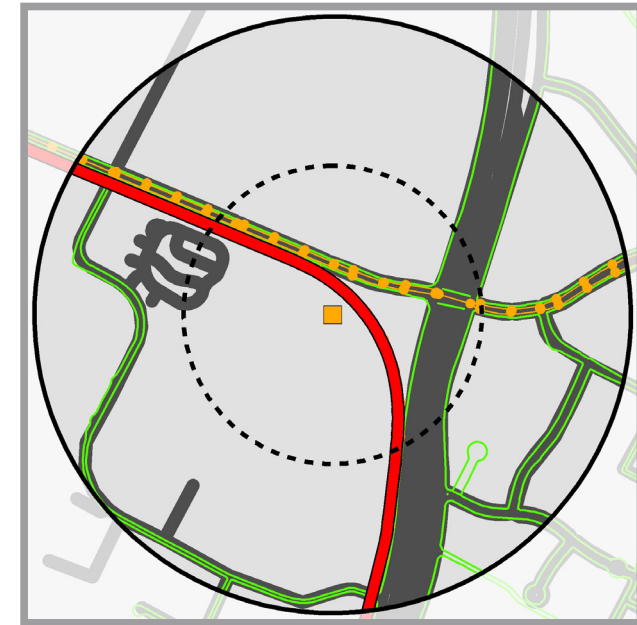
Population Density



Average population density in the 1/2 mile station area is 1,600 residents per square mile.

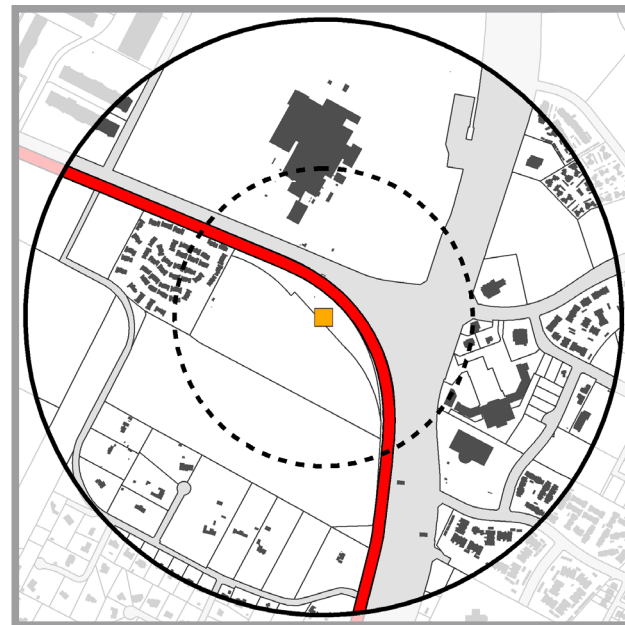
- Persons Per SqMi**
- 0
 - >0 and <1
 - >1 and <2
 - >2 and <3
 - >3 and <4
 - >4 and <5
 - >5 and <60

Infrastructure-Roads



- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Bicycle Path
- MetroRapid Route
- MetroRail Red Line
- Sidewalk
- Street

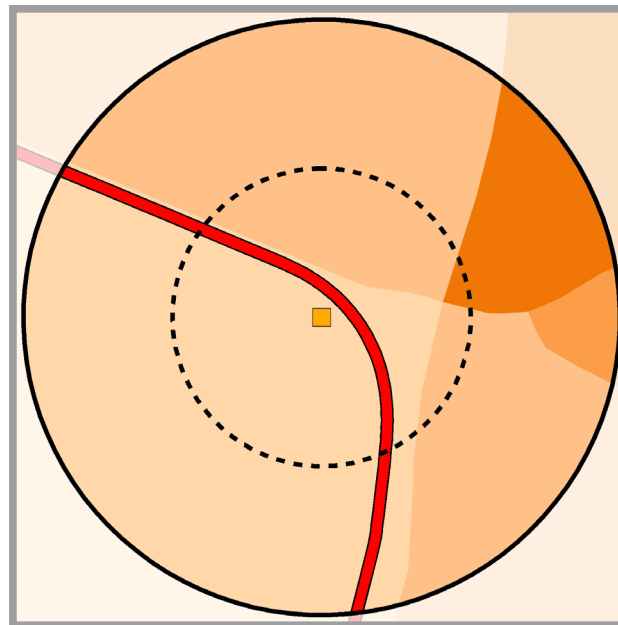
Parcels and Buildings



The 1/2 mile station area is estimated to contain 1.40 million built square feet.

- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Route
- Quarter Mile Buffer
- Half Mile Buffer

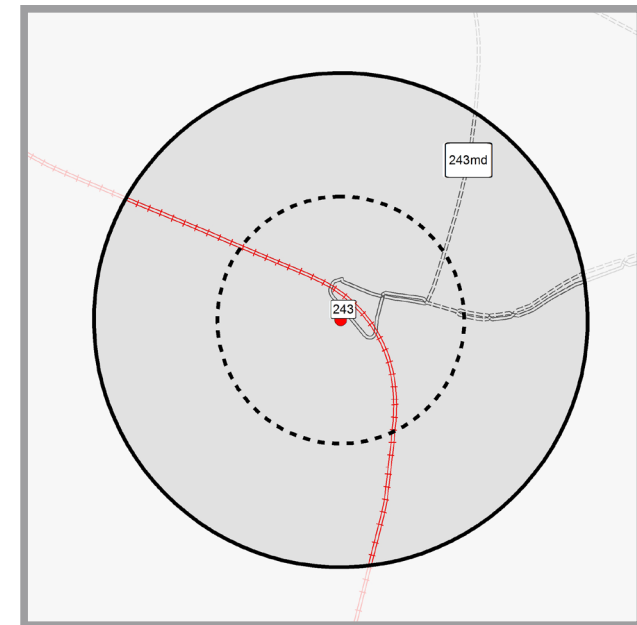
Employment Density



Average employment density in the 1/2 mile station area is 1,300 employees per square mile.

- Employment Per SqMi**
- 0
 - >0 and <1
 - >1 and <2
 - >2 and <3
 - >3 and <4
 - >4 and <5
 - >5 and <42

Infrastructure-Transit



- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Route
- Quarter Mile Buffer
- Half Mile Buffer



Overlooking Park & Ride from the platform, Loop 1 (MoPac), Wells Branch



Looking east, Loop 1 (MoPac) with Wells Branch on opposite side



Looking northeast, TxDOT detention area, with the interchange of Howard Lane and Loop 1 (MoPac)



On the platform looking west, no land use connections from west or south



Research and development on Howard Lane opposite entry into Park & Ride



Howard Lane in front of the station